

## Local Street and Road Rehabilitation and Transit Capital Replacement

A safe and effective transportation system depends on well-maintained facilities. Local roads and the transit system are key components of the regional transportation system. It is therefore important that MTC continue its current “fix it first” policy commitment to maintaining these elements of the system. Recognizing the many trade-offs necessary with limited funding resources, the 2005 Regional Transportation Plan established a policy of maintaining key regional elements of the local road and transit systems. The update of the Regional Transportation Plan should not retreat from this commitment to maintaining the system.

For purposes of the RTP update, the CMA policy with regard to local street and road rehabilitation and transit capital replacement follows:

1. The update of the Regional Transportation Plan should continue its current “fix it first” commitment to local street and road rehabilitation and transit capital replacement by:
  - a. Apportioning sufficient funding to rehabilitate the pavement of streets and roads identified as part of the Metropolitan Transportation System (MTS); and
  - b. Apportioning sufficient funding to replace Score 16 transit assets – generally revenue service transit vehicles and fixed guideway.
2. Consistent with its “fix it first” policy, MTC should give highest priority for discretionary federal funds in the RTP update to local street and road rehabilitation and transit capital replacement, as defined above.

For purposes of federal funding cycles, the CMA adopts the following policies:

1. MTC should continue its current policy of allowing some discretion to use local street and road funding on non-MTS routes or for non-pavement items on MTS routes.
2. MTC should give individual jurisdictions discretion to use local street and road funds on non-MTS roads, if they can demonstrate that local funds (half-cent sales tax, State gas tax subvention, development fees, general funds and other similar local funds) have been used to rehabilitate MTS roads.
3. Transit and local governments should follow MTC’s routine accommodation policy for bicycles and pedestrians when developing projects for local street and road rehabilitation and transit capital replacement.

